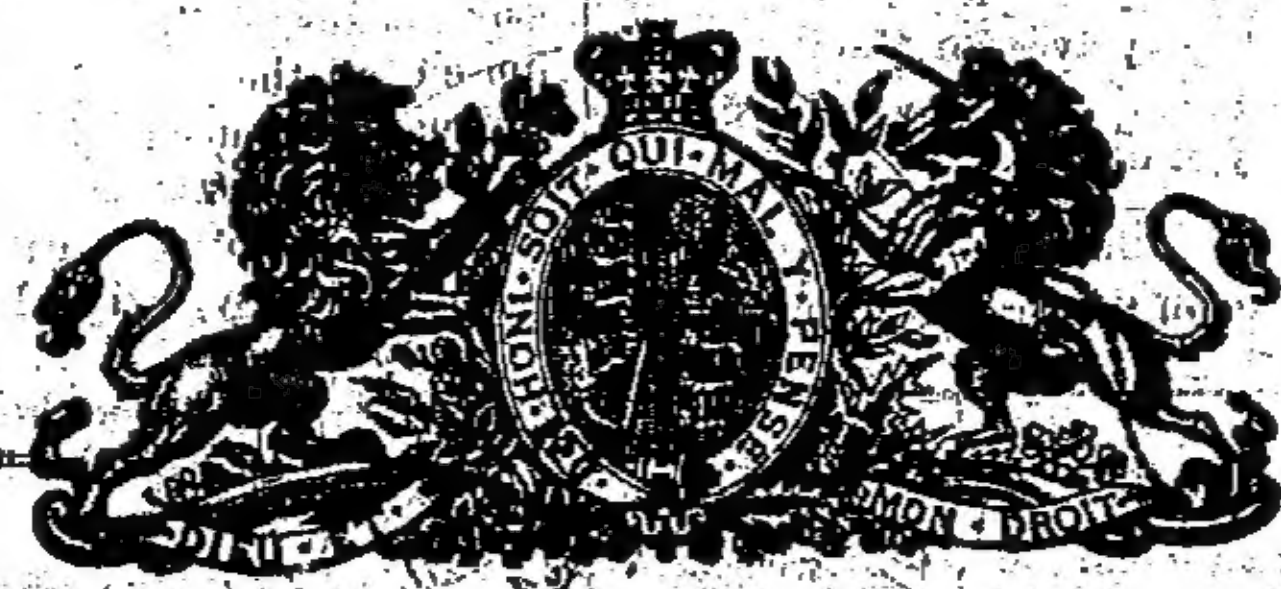


# CHINA



# MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXII. No. 3971. 號十二月三年六十七百八千一英

HONGKONG, MONDAY, MARCH 20, 1876.

日五廿月二年子丙

Price, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GORDON, 121, Holborn Hill, E.C. BAKER, HENDY & CO., 4, Old Jewry, E.C. SAMPSON & CO., 150 & 152, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLISS, San Francisco.

CHINA.—SWATOW, QUELON & CAMPBELL, Amoy, GILES & CO. Foochow, HEDDER & CO. Shanghai, LANE, CRAWFORD & CO. and KELLY & CO. Manilla, C. HENDERSON & CO. Macao, L. A. DA GRAA.

## Banks.

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED BY NATIONAL DEBENTURES OF THE 2ND MARCH, 1845.

BY IMPERIAL DEBENTURES OF 25TH JULY, 1854, AND 31ST DECEMBER, 1866.

Recognised by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

PAID-UP CAPITAL, 20,000,000 3,200,000  
RESERVE FUND, 20,000,000 800,000

HEAD OFFICE.—14, Rue Bergère, Paris.

AGENTS.—At Nantes, Lyons, Marseilles, Bordeaux, Calcutta, St. Denis (Isle de la Réunion), Hongkong, Shanghai and Yokohama.

LONDON BANKERS.—Bank of England, Union Bank of London.

## HONGKONG AGENCY.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 2 per cent. per annum on the monthly minimum balances, and on Fixed Deposits at rates which may be ascertained at the office.

CHR. DE GUIGNÉ, Manager.

Offices in Hongkong: Bank Buildings, Queen's Road, Hongkong, May 14, 1875.

## HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.  
RESERVE FUND, 100,000 Dollars.

## COURT OF DIRECTORS.

Chairman.—E. R. BELLING, Esq.  
Deputy Chairman.—AD. ANDER, Esq.  
J. F. CORDES, Esq. S. W. POMEROY, Esq.  
H. HOPKINS, Esq. F. D. SAMPSON, Esq.  
A. MÖLLER, Esq.

## CHIEF MANAGER.

Hongkong.—JAMES GREIG, Esq.

## Manager.

Shanghai.—EWAN CAMERON, Esq.  
LONDON BANKERS.—London and County Bank.

## HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—  
For 3 months, 2 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

## LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, February 17, 1876.

## WANTED TO PURCHASE.

CHINA REVIEW.—Complete Set of Vol. I. Six Dollars will be paid for the above.

No. 1 and 2, Vol. I. No. 1, (2 copies) and No. 2, (1 copy) Vol. II. One Dollar will be given for each of the above Nos.

Apply to the Publishers.

CHINA MAIL OFFICE.

## Intimations.

THE CHINESE INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Fifth Ordinary Meeting of Shareholders of the above Company, will be held at the Head Office, Victoria, Hongkong, on FRIDAY, the 24th March, 1876, at 3 o'clock p.m., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 31st December, 1875. The Transfer BOOKS of the Company will be closed from the 11th to the 24th March, both days inclusive.

By Order of the Board,  
OLYPHANT & Co., General Agents.

Hongkong, March 6, 1876. mc24

## HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

DIVIDEND Warrants for the Dividend to Dec. 31/75, at the rate of \$10 per Share, can be obtained at the Office on or after 29th February.

By Order,  
D. GILLIES, Secretary.

No. 2, Club Chambers, Hongkong, February 23, 1876. ap1

## COAL DEPOT.

COALS of every description supplied to Steamers by the Undersigned. Orders may be left at the Godown, Wharf, with Mr. J. MACLEOD, or at the Office, 14, WING LUNG, FRANK.

LANDSTEIN & Co.

Hongkong, November 1, 1875. my1

## F. KRUPP'S CAST STEEL WORKS, Essen (Germany.)

Sole Agent for China, F. FRILL, Hongkong, SHANGHAI, COLOMBO.

## Notices of Firms

## NOTICE.

I have this day authorized Mr. J. Y. V. SHAW to sign my name per procuration.

A. MACG. HEATON, Hongkong, January 1, 1876.

## NOTICE.

THE Undersigned have entered into Co-partnership from the First day of January, 1876, in the Business of Shipbrokers at this Port, under the style of MORRIS & RAY.

A. G. MORRIS, E. C. RAY, Bank Buildings, Hongkong, February 3, 1876.

## NOTICE.

WE have Established branches of our Firm at Haiphong and Hanoi. Mr. E. CONSTANTIN is authorized to sign by procuration in Tonquin.

LANDSTEIN & Co. Hongkong, December 31, 1875.

## For Sale.

## CLEARANCE SALE.

SAYLE & Co. will offer, on and after TUESDAY Next, the 18th Instant, the remainder of their Winter Stock at Greatly Reduced Prices, consisting of:—

Winter Costumes and Polonaises. Ladies' Jackets and Mantillas. Fancy Dress materials of all kinds. Wool Plaids and Flannels. Silks and Poplins. Wool Shawls and Cloaks. Trimmed and Untrimmed Hats and Bonnets. Fancy Wool Goods. Lace and Linen Sets. Scarves and Sashes. Boys' Suits. Children's Dresses.

&c., &c., &c.

## VICTORIA EXCHANGE,

Queen's Road & Stanley Street.

## For Sale.

## FOR SALE.

THE UNDERMENTIONED LAND AND BUILDINGS.

AT HONGKONG:—

INLAND LOT 82.—The well-known House and Offices lately occupied by Messrs A. Heard & Co., adjoining the Cathedral Compound.

The Ground below the masonry retaining wall of the above, abutting on the Queen's Road.

Annual Crown rent, \$390.48.

MARINE LOT 111, WANCHAL.—First-class and extensive Godowns.

Annual Crown rent, \$324.

INLAND LOT 691.—Situated on the Bonham Road and one of the finest sites for Villa residences in the Colony.

Annual Crown rent, \$79.78.

FAIR LOT 17, POSTROAD, adjoining Messrs Butterfield & Swire's premises.

Annual Crown rent, \$25.

AT KOWLOON:—

MARINE LOT 4.—With a frontage of 100 feet on the Fringe, and with an area of 30,000 feet.

Reduced Annual Crown rent, \$10.

AT YOKOHAMA:—

LOTS No. 6 AND No. 27 in the Foreign Settlement.

No. 6 is situated on the Bund, and comprises an eight-roomed Dwelling House, detached, with Garden all round, Offices, Godowns, Servants' Quarters and Outhouses. Area, 1,064 Taubon of 36 square feet.

Annual Ground rent, \$263.79.

No. 27 is separated from No. 6 by Water Street and comprises large Tea Firing and other Godowns, Floor Silk Press, Compressor's Quarters, Stabling and Fire Engine House. Area, 654 Taubon.

Ground rent, \$154.97 per annum.

Applications for purchase, or further information, to be made to

J. WHITTALL, T. G. LINSTED, Trustees of A. Heard & Co.'s Estate, 23, Queen's Road, Hongkong.

Hongkong, February 1, 1876.

## FOR SALE.

THIS Season's American HAMS and BACON in prime condition. Smoked SALMON.

Golden Gate Baker's EXTRA FLOUR in Barrels and Tins.

MACLEOD, FRICKEL & Co. Hongkong, February 19, 1876.

## FOR SALE.

200 Casks CLARET from BORDEAUX. Apply to LANDSTEIN & Co. Hongkong, March 10, 1876.

## Auctions.

## PUBLIC AUCTION.

## LAND AND PROPERTY.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on

## TUESDAY,

the 21st March, 1876, at Noon, on the Premises,—

All that piece or parcel of GROUND, registered in the Land Office as Section B of Inland Lot No. 584, and known as "Overbrook Court," situated in the rear of No. 9, Pollen-Station, Cairns Road, with the Six Messuages or Tenements standing thereon.

Annual Crown Rent, \$9.72.

TERMS OF SALE.—One-half of the purchase money to be paid on the fall of the hammer, and the balance on completion of the Deed of Transfer, the expenses of which to be paid by the purchaser.

The Property to be at Purchaser's risk on the fall of the hammer.

For further particulars, apply to LANE, CRAWFORD & Co. Hongkong, March 11, 1876. mc21

## Auctions.

## POSTPONEMENT OF SALE.

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

## WEDNESDAY,

the 22nd day of March, 1876, at Noon, at the Cosmopolitan Docks, Kowloon,—

Four Worthington Pumps. Boiler. Donkey Pump. Exhaust Pipes. Suction do.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description at purchaser's risk on the fall of the hammer.

A Steam Launch will leave Peddar's Wharf for the Docks at Half-past Eleven o'clock.

J. M. ARMSTRONG, Auctioneer.

Hongkong, March 10, 1876. mc22

## PUBLIC AUCTION.

LANE, CRAWFORD & Co. have received instructions from the Executors of the late Capt. L. Young to sell by Public Auction, at the "London Inn," Queen's Road, on

## WEDNESDAY,

the 22nd March, 1876, at Noon,—

The FURNITURE, etc., therein, comprising:—Chairs, Tables, Sideboards, Engravings, Gas Lamps, Bar Fittings, Pewter Mugs, Glassware, Wines, and Spirits.

A Billiard TABLE, by Straple and Hughes. 2 Hhds Beer.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at Purchaser's risk on the fall of the hammer.

Hongkong, March 17, 1876. mc22

## PUBLIC AUCTION.

THE Undersigned has received instructions from H. M. Naval Storekeeper, to sell by Public Auction, on

## FRIDAY,

the 24th March, 1876, at 11 a.m., at H. M. Naval Yard,—

Sundry Naval & Victualling STORES, comprising:—Old Iron, Zinc, Glass, Hoses, Leather, Lignumvitae, Blocks, etc.

Blue Cloth, Duck Flannel, Rag, Biscuit Dust, Implements, Cases, and Canteens.

One Ice-making Machine. One Washing Machine.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. The lots, with all faults and errors of every description whatsoever, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.

Hongkong, March 17, 1876. mc24

## WASHING BOOKS.

(In English and Chinese.) WASHBURN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price \$1 each.

CHINA MAIL OFFICE.

## Shipping.

## Steamers.

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON VIA SUEZ CANAL.

The Company's Steamship "DIOMEDE" will be despatched on or about the 22nd Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 14, 1876. mc22

## FOR MANILA.

The Steamship "GUNGA," GANSAU, Master, will be despatched to Manila on or about the 25th Instant.

For Freight or Passage, apply to REMEDIOS & Co.

Hongkong, March 17, 1876. mc20

## Shipping.

## Steamers.

FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE.

(Calling off SOMERSET, COOKTOWN, CLEVELAND BAY, BOWEN and KEPPEL BAY, to land Mails and Passengers.)

The Eastern and Australian Mail Steam Co.'s Steamship "QUEENSLAND," Captain CRAIG, will be despatched, as above, on SATURDAY, the 25th Instant, at Noon.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, March 14, 1876. mc25

## OCEAN STEAMSHIP COMPANY.

## FOR SHANGHAI.

Taking Cargo & Passengers at through rates for HANKOW, NINGPO & PORTS IN JAPAN.

The Company's Steamship "NESTOR" will be despatched on or about the 22nd Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 14, 1876. mc22

## STEAM TO YOKOHAMA.

(Taking Cargo at through rates to HIOGO & NAGASAKI.)

The P. & O. S. N. Co.'s S. S. "SUNDA" will leave for the above place shortly after the arrival of the Mongolia with the next English Mail.

A. MÖLLER, Superintendent.

Hongkong, March 16, 1876.

## STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s S. S. "SUNDA" will leave for the above place about 24 hours after her arrival with the next English Mail.

A. MÖLLER, Superintendent.

Hongkong, March 16, 1876.

## Sailing Vessels.

## FOR SAN FRANCISCO.

The 41 British Clipper Ship "SYDENHAM," FRANK BRISTOW, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, March 4, 1876.

## FOR SAN FRANCISCO.

The 41 American Ship "LATHLEY RICE," RAY T. LEWIS, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, February 1, 1876.

## FOR PORTLAND (OREGON).

The 41 American Ship "SAMUEL G. REED," WHITE, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, February 1, 1876.

## FOR NEW YORK.

The 41 American Ship "HAZE," WILKINSON, Master, will load here and at Whampoa, and will have quick despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, February 1, 1876.

## FOR SAN FRANCISCO.

The 41 British Ship "SHALIMAR," WALKER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, March 4, 1876. ap15

## FOR SAN FRANCISCO.

The 41 American Ship "NIGHTINGALE," PALMER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, March 4, 1876. ap15

## Shipping.

## Sailing Vessels.

## FOR SAN FRANCISCO.

The American Ship "SUMATRA," MULLIN, Master, will load here for the above Port, and will have early despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, February 23, 1876. mc23



## NOTICES TO CONSIGNEES.

## FROM CALCUTTA AND SINGAPORE.

THE S. S. *Flamingo* having arrived, Consignees of Ordinary Singapore Cargo are hereby informed that their Goods are being landed at their risk and stored by the Undermanned at their Godowns, whence and from the Wharf or Boats delivery may be obtained.

Cargo remaining undelivered after the 21st instant will be subject to rent. No Fire Insurance has been effected. Opium and Calcutta Cargo will be delivered from on board, and Consignees are requested to send their Bills of Lading to the Undermanned for countersignature and to take immediate delivery of their Goods. Cargo impeding the discharge will be landed and stored at Consignees' risk and expense without further notice.

JARDINE, MATHESON & Co., Agents.  
Hongkong, March 14, 1876. mc21

## To-day's Advertisements.

## FOR MANILA.

The Spanish Steamer "LEONOR" will be despatched for the above Port TO-MORROW, the 21st instant, at 3 p.m., instead of the time previously advertised.

For Freight or Passage, apply to  
DOUGLAS LAPRAIK & Co.  
Hongkong, March 20, 1876. mc21

## FOR SWATOW, AMOY &amp; FOCHOW.

The Steamship "YESSO," Captain PUNCHARD, will be despatched for the above Ports on SUNDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to  
DOUGLAS LAPRAIK & Co.  
Hongkong, March 20, 1876. mc23

## FOR COOKTOWN, TOWNSVILLE, BRISBANE AND SYDNEY.

The Steamer "CHEFRIOT," Captain WATT, will be despatched as above on or about the 30th instant.

For Freight or Passage, apply to  
LANDSTEIN & Co.  
Hongkong, March 20, 1876. mc30

## NOTICE.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOT POSTE FRANÇAIS.

The Company's Steamship "FRANCAIS," Captain RIVIER, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.

G. DE CHAMPEAUX, Agent.  
Hongkong, March 20, 1876. mc22

## NOTICE.

ANY CLAIMS against the German Brigantine "FORMOSA" must be sent in to the Undermanned before Noon of the 21st instant.

MELCHERS & Co., Agents.  
Hongkong, March 20, 1876. mc22

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "Nestor," are hereby notified that the Cargo is being discharged into craft, and landed at the Godowns of the Undermanned, in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Godown on and after the 22nd March, 1876.

Goods undelivered after 29th March, 1876, will be subject to rent.  
BUTLERFIELD & SWIRE, Agents.  
Hongkong, March 20, 1876. mc29

## TO LET.

With Immediate Possession.

TWO Dwelling Houses and Offices, Nos. 14 and 16, Stanley Street, lately in the occupation of Messrs. RAZAR & Co.

The Dwelling House No. 4, Alexandra Terrace.

The Store and Dwelling House, No. 81, Queen's Road, lately in the occupation of Miss GARRATT.

The House and Offices No. 3, D'Aguilar Street, lately in the occupation of Mr. F. DEGENHARD.

(Also with occupation from 1st April next.)

The Bungalow No. 3, Old Bailey Street.

The Dwelling House No. 46, Peel Street, now in the occupation of Mr. HAUSCHILD.

(And with occupation from 1st May next.)

The Dwelling House No. 1, Alexandra Terrace, at present in the occupation of Dr. STOUT.

DOUGLAS LAPRAIK & Co.  
Hongkong, March 20, 1876.

## TO BE LET.

A COMMODIOUS HOUSE in Queen's Road East, with Godown attached. Rent \$25 per month.

Apply to  
PURDON & Co.  
Hongkong, March 20, 1876.

## SHIPPING.

## ARRIVALS.

March 19, *Neutilus*, from Whampoa.  
March 19, *Cheviot*, British steamer, 764, Wati, Saigon Mar. 12, Rice.—ONRUS.  
March 20, *Pernambuco*, British steamer, 446, W. Hyde, Saigon Mar. 16, Rice.—LANDSTEIN & Co.  
March 20, *Jonathan Chase*, Germ. bark, 693, E. Curtis, Yokohama Mar. 9, Ballast.—ONRUS.  
March 20, *Nestor*, British steamer, 1414, Wm. Courtenay, Liverpool Jan. 26, Port Said Feb. 12, Suez 14, Penang Mar. 8, and Singapore 13, General.—BUTLERFIELD & SWIRE.

## ARRIVALS.

March 20, *Leonor*, Spanish steamer, 400, Aranguire, Formosa and Amoy Mar. 19, Campbell and General.—DOUGLAS LAPRAIK & Co.  
March 20, *Jonathan Chase*, Amer. bark, 693, E. Curtis, Yokohama Mar. 9, Ballast.—ONRUS.  
March 20, *Nestor*, British steamer, 1414, Wm. Courtenay, Liverpool Jan. 26, Port Said Feb. 12, Suez 14, Penang Mar. 8, and Singapore 13, General.—BUTLERFIELD & SWIRE.

## DEPARTURES.

Mar. 19, *Yangtze*, for Shanghai.  
19, *Rajah*, for Swatow.  
19, *Portia*, for Takao.  
19, *Douglas*, for Swatow, &c.  
20, *Arratoon*, for Saigon.  
20, *Maharajah*, for Saigon.  
20, *Vesta*, for Choochoo.  
20, *Spirit of the Age*, for Melbourne.  
20, H.M.S. *Vigilant*, for Canton.  
20, H.M.S. *Egeria*, for Canton.

## CLEARED.

*Emma*, for Bangkok.  
*James Wilson*, for Samarang.  
*Formosa*, for Whampoa.  
*Lord MacDuff*, for Saigon.  
*Washi*, for Haiphong.  
*Albatros*, for Choochoo.  
*Chateaubriand*, for Bangkok.  
*Humboldt*, for Bangkok.  
*Magregor*, for Saigon.  
*Doro*, for Sual.

## PASSENGERS.

ARRIVED.—Per *Tanaka*, from Yokohama: for Hongkong, Messrs H. S. Chipman, E. C. Hine, and Maurice Ullmann, for Marseilles, Mr and Mrs Klotz, 2 children and servant, Mr and Mrs Dubois and two children, Messrs Adrien Raud, Grandmougaie, and Jean D. Calligero, for Calcutta, 3 Japanese.  
Per *Belgia*, Mr Moriarty and 99 Chinese.  
Per *Pernambuco*, 6 Chinese.  
Per *Cyphrenes*, 39 Chinese.  
Per *Leonor*, 281 Chinese.  
Per *Nestor*, from Liverpool, Capt. Goggin, from Singapore, 25 rank and file, 10th Regt., 1 woman and 2 children, and 265 Chinese.

## SHIPPING REPORTS.

The British steamer *Cheviot* reports: first part of passage fine weather, latter part thick fog.  
The British steamer *Pernambuco* reports: fine weather first of passage, latterly strong winds and thick weather.

The German bark *Johann Smidt* reports: first part calm and rain, latter part strong monsoon.

The British steamer *Cyphrenes* reports: cleared Sydney Head at 8 a.m. on the 20th Feb. Experienced strong N.E. winds and heavy head sea until the 28th ult., causing considerable damage to deck work having shipped large bodies of water, then from the 29th to the 6th March had fine clear weather with moderate S.E. winds.

Passed Bassel Island March 5th. Rock Island on 7th. Long and Gambela Islands on 8th. Thence experienced variable winds and squally weather with rain. Crossed the Equator 10th March, and from thence to Luzon Island had fine clear weather and smooth sea with moderate N.E. breeze.

Passed between Cape Engano and Camiguin Island and experienced strong N. current. At 6 a.m. on March 18th cleared Cape Bojeador and thence to north had fresh and dull overcast weather. sighted no vessels the whole way.

The British steamer *Belgia* reports: Feb. 10th at noon left San Francisco; thence to the meridian had moderate to strong W. winds, from 180 to Yokohama S. and N.W. gales with occasional moderate weather, arrived at Yokohama 11 p.m. on 10th inst. (5 p.m. 10th inst. communicated with S.S. *Oceanic*, Yokohama to San Francisco). Left Yokohama 6 a.m. 12th inst., at 1 p.m. passed ship *Saltmar* from Yokohama to Hongkong off Rock Island. To Van Diemen's Straits had strong westerly winds, and thence to 30 miles South of Oakes had light variable air and calms with dense fog and rain to Chapel Island, thence to port had light to strong N.E. winds. At 5.30 p.m. passed a steamer bound N.E., supposed to be one of Douglas Lapraik's.

The British steamer *Nestor* reports: from Singapore light N.E. winds and fine weather until last two days, when experienced fresh wind and thick weather.

The Amer. bark *Jonathan Chase* reports: fine weather throughout.

## POST OFFICE NOTIFICATIONS.

## MAILS WILL CLOSE.

FOR MANILA.—

Per *LEONOR*, at 2.30 p.m. To-morrow, the 21st instant, instead of as previously notified.

FOR LOILO.—

Per *Barque ESMEERALDA*, at 4 p.m. To-morrow, the 21st inst.

FOR SINGAPORE, SOMERSET, COOKTOWN, CLEVELAND BAY, BOWEN, KEPPEL BAY, BRISBANE, SYDNEY, TASMANIA AND MELBOURNE.—

Per *QUEENSLAND*, at 11.30 a.m. on Saturday, the 25th instant.

## MAILS BY THE FRENCH PACKET.

The French Contract Packet *TIGRE*, will be despatched on THURSDAY, the 23rd instant, with Mails to and through the United Kingdom via Marseilles to Europe, Saigon, Singapore, Galle, Australia, New Zealand, Aden, Suez, and Alexandria.

## MAILS BY THE ENGLISH PACKET.

The English Contract Packet *TEHRAN*, will be despatched with the Mail for Europe, &c., on THURSDAY, the 23rd instant.

The following will be the hours of closing the Mails, &c.—

Wednesday, 23rd instant.

5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night Box, which remains open all night.

## MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *HELDIC*, will be despatched on SATURDAY, the 1st April, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 p.m., Registry of Letters closes.

2.30 p.m., Post-Office closes.

2.30 p.m., Correspondence may be posted on board the Packet with Late Fee of 12 cents extra postage until

2.50 p.m., when the Mail is finally closed.

## MEMOS. FOR TO-MORROW.

## Shipping.

3 p.m.—*Leonor* leaves for Manila.

Goods per *Flamingo* undelivered after this date subject to rent.

## Auctions.

Noon.—Sale of "Overbeck Court."

## TO ADVERTISERS.

It is requested that all advertisements be sent, when practicable, by 4 p.m., to allow of the early issue of the paper.

The publication of this issue commenced at 7.20 p.m.

## THE CHINA MAIL.

HONGKONG, MONDAY, MARCH 20, 1876.

If the Harbour Master of Hongkong published his annual returns without prefixing to them the lucid summary and remarks with which it is his habit to favour us, we fear that the Colony generally would be about as wise respecting the position of the shipping trade of the port after such a publication as before it.

Some few of the residents would, no doubt, worry the returns until they got an idea—more or less correct—as to how matters stood, and the Editors of the local journals might feel called upon to risk a headache in endeavouring to give a clear summary of Captain Thomsett's statistics, but, for all that, the results of such exertions would probably be unsatisfactory both to the performers and to the public, at large, of Hongkong.

Human nature seems to have an antipathy to collections of figures, and when these collections are extended over about twenty large pages (as is the case in the Harbour Master's report) this antipathy becomes merged pretty nearly into hate.

These shipping returns, however, are, undoubtedly, the most important publication, in the nature of reports, that we have in the Colony. The prosperity of Hongkong entirely depends on the amount of shipping that enters the harbour, and shipping interests affect us all, either directly or indirectly, from the dirtiest coolie up to the wealthiest merchant in the place. The Harbour Master must take a deal of trouble with his report, and certainly his summary is very comprehensive, very clear, and very useful.

Taken as a whole the report for the past year must be considered as satisfactory. The facts, broadly stated, seem to be that the total tonnage of foreign vessels shows a considerable increase, while that of the native craft is slightly in excess of what it was last year. In the last annual report issued, tonnage had to be noted, but from the report under review it appears that the total arrivals, both foreign and Chinese, in 1875, were 587 vessels and 412,572 registered tons in excess of the arrivals during the previous year. The increase in the arrivals of European and American built ships numbered no less than 418 vessels and 412,509 tons; and of this increase nearly 68.6 per cent. of vessels and 76.6 per cent. of tons is due to vessels under the British flag; 11 per cent. of vessels and 8 per cent. of tons to vessels under the French flag; 6.18 per cent. of vessels and 5.82 per cent. of tons to vessels under the Chinese flag; and 6 per cent. of vessels, and 4 per cent. of tons to vessels under the German flag.

Trade between this port and the coast of China and Formosa has largely increased, and, as the report says, it may reasonably be expected that the intended opening of the Port of Hoi How, in Hainan, will lead to a still further increase of the same; trade with Coochin China, especially, and with Siam also, shows an improvement. As might have been expected, the trade with the Australian Colonies has much improved since greater facilities for it have been afforded, and the Harbour Master makes a note that this trade will probably be soon wholly in the hands of steamship owners.

A fact which it would be well to bear in mind when considering the "blockade" question is that no less than 45.2 per cent. of the tons of shipping entered in the books at the Harbour Master's office during the last year arrived in junk. It may not have struck some people that interference with the junk trade means interference with nearly half the trade of the Colony. There is an increase in the number of the junks frequenting the Port from places on the Coast, but there is a decrease on the tonnage, showing, says the report, that a smaller kind of craft is being used.

On the subject of emigration from the Colony the report is somewhat discouraging, and enters into matters with which the Harbour Master is not officially called upon to deal, but Captain Thomsett has been splendid opportunities for obtaining extra information upon this subject, and every one will thank him for the sensible remarks he makes respecting Chinese emigration to Australia, founded as most of them are on personal observation in that country. The emigration from Hongkong during the year 1875 was unusually large, showing, as it does, an increase of 51 per cent. over the previous year. This increase was in a great measure owing to the discovery of gold in the North of Queensland, as many as 8325 persons having gone to Cooktown during the twelve months. In spite of the hostility shown in California to Chinese emigration, no less than 8160 more Celestials than in the previous year emigrated to that State. The Californian

complaints that the Chinaman cheapens labour. Does he forget that cheap labour means cheap produce as well for himself as the Chinaman, and, viewing the question nationally, has he lost sight of the fact that the cheapest markets, especially in countries with which communication is easy, will always command the preference. It is a question for consideration whether the tardy progress made by America, considering her natural resources, is not in some measure owing to the extravagant price demanded for labour there. We are glad to observe from the report, that Chinese labour appears to be appreciated to a greater extent in our Australian Colonies.

## THE SPIRIT OF THE MORNING PRESS.

The Press says that the "ambiguity which distinguishes some, and the carelessness which is observable in other, telegraphic news items forwarded through Reuters' agency, form just ground for complaint."

A short time back we received a telegram dated London, 10th March, which ran as follows:—"It is decided that the Queen's title is to be that of Empress of India."

The natural deduction from the announcement was that the Queen's Title Bill had been allowed to pass the House of Commons, yet on the 16th instant another message was flashed along the wires to this effect:—"The Marquis of Hartington will move that, whilst willing to consider an additional title for the Queen, it is inexpedient to impair the Royal dignity by the title of Empress." It is desirable that telegrams of this sort should be not vague, however brief they may be, for they are apt to mislead. It is moreover a singular fact, that Reuters has latterly had, in more than one instance, to contradict previous announcements. . . . An agency like Reuters' should be careful to send well authenticated news; it is superfluous and absurd to send mere rumours round the globe. In some cases, it is impossible, of course, to know that a report—apparently made on authority—is false; but a little more discrimination in the selection of news might be made with great advantage to subscribers.

## THE HONGKONG NATIVE PRESS.

The Chinese Mail gives a portion of Dr. Dudgeon's lecture on Opium. It comments on Chung Shik's memorial in reference to reforms in Manchuria.

The *Chung Ngai San Po* comments on the influence of newspapers. It notices the Russian movements in Central Asia.

The *Universal Circulating Herald* comments on the law suit between some clergy men in regard to the title of "Reverend."

## LOCAL AND GENERAL.

THE S. S. *Asia* has gone to Kowloong Dock.

The value of bank notes has gone down considerably, the premium being only \$3.50 to-day.

TWENTY-FIVE men of the 10th Regt. have arrived per S. S. *Nestor* from Singapore as volunteers for the 23rd. This speaks well for Hongkong as a station.

H.M.S. *Vigilant*, with Admiral Ryder on board, and H.M.S. *Egeria*, left this morning for Canton.

Our files from Japan extend to the 13th inst., but they contain nothing of extraordinary interest. The Korean Treaty has not yet been published.

We are informed by the Superintendent of the P. & O. S. N. Co. that the *Mongolka*, with the next English mail, left Singapore to-day (Monday) at 8 a.m.

We learn from the Principal Agent of the Messageries Maritimes that the steamer *Iravaddy* left Saigon with the outward Mail, this morning at 7 o'clock.

We understand that the vivid flash of lightning which struck Hongkong this afternoon damaged one of the Police Telegraphic lines, and also smashed the windows of a house on Morrison Hill. No harm has come to any one, so far as we know.

We have received the report of the Directors of the Chinese Insurance Company, to be submitted to the 24th ordinary meeting of shareholders on the 24th instant, but pressure on our space compels us to hold it over until to-morrow.

The maximum temperature at the Peak during the past week, was 67.0, the minimum 47.5; at the Harbour Master's Office, the maximum was 70.0, the minimum 55.0. 1.88 inches rain fell during the week. From the monthly table of meteorological observations taken at the Government Civil Hospital by Dr. Wherry, it appears the total rainfall for the month of February was only 0.45 inch, compared with 0.55 inch in the corresponding month of 1875.

In the Police Court to-day, a boy named Charles Smith, a seaman on board the steamer *McGregor*, was charged with stealing \$3 from a Chinese money-changer. He went to the money-changer pretending that he wished to change a \$5 note for silver. The man put \$5 on the counter, and the defendant took up three of them and ran away with his companions. He was afterwards traced by P. C. McLinton into a boarding house and was arrested. On his person was found an Italian dollar which was identified by the owner. Mr May sent him to one month's hard labour, and to be twice whipped ten strokes with a rattan.

We have heard that the rumour of a steamer being ashore on Pulo Odeor de Mer is attributed to the Captain of the *Genoa*, who reported to his agents at Saigon that he had seen a three-masted vessel ashore at that place, at six o'clock in the evening, surrounded by junks, and suggested that a steamer should be sent to her assistance. Hence the English Consul's telegram, and the Admiral's negative reply to the request therein made. It appears strange, however, that no signals of distress were made, and that no effort seems to have been put forth by the *Genoa* to elicit any information. The natives of the place are said to be friendly; but whether or not they have had the opportunity of testing their friendliness, seems to be as doubtful as ever. Altogether it looks as if some one in Saigon had been desirous of extending our geographical knowledge of the Cochin-China Coast.

The spectators of a theatrical performance at the Tung Hing Theatre were on Saturday night last put into a great state of alarm. It appears that the play attracted a very large audience, especially in the gallery. While they were enjoying the exhilarating influences of a sham fight with real swords, a loud crash was heard underneath one of the galleries. A general rush was then made for the door, the spectators thinking that the house would come down or at least that portion of the building where the crackling noise was heard. After a while, the excitement somewhat abated, and a few of the audience fared no worse than the loss of shoes, lamps and head ornaments. The building is an old one and should be put into thorough repair before being again made the receptacle of thousands of people.

An inquest was held this afternoon (20th) at the Government Civil Hospital on the body of a Chinese woman, who was drowned while attempting to cross the river at Stonecutters' Island. Jas. Russell, Esq., sat as Coroner, with Messrs Stoll, A. de Carvalho and Bastos, as Jurors. It appears that the boat (No. 645) was moored astern of a Siamese vessel at West Point, and in the heavy squalls of Saturday night broke away. The crew consisting of the deceased, her son and two children not yet found, sailed for Yow-mah-tee, and passing Stone Cutter's Island the boat was upset. The woman was washed ashore still alive, but no ready assistance being at hand she died. The son was saved, but the children were drowned.

The jury returned a verdict of accidental drowning.

THE following notice, dated the 15th March, has been issued by the Postmaster General:—With regard to a Notice issued last year to the effect that Correspondence sent from this Colony by the American Mails would not be forwarded to places beyond the United States unless properly prepaid with American as well as Hongkong Stamps, it is now notified that arrangements have been made to sell American Stamps at this Office, for the convenience of those who may wish to post by the Pacific Route to Canada, the West Indies, and other places named below.

For the present no large quantities of these Stamps can be supplied, nor is it undertaken that every denomination can be kept in hand.

The charge for Registry is 8 cents in Hongkong Stamps, and 10 cents in U.S. Stamps to those places only the names of which are printed in Italics. To all the other places named correspondence cannot be Registered through, but only to San Francisco (8 cents).

The following are the charges on correspondence thus sent:

Per half ounce, Hongkong 10 cents, U.S. 15 cents.

Canada, British Columbia, New Brunswick, Nova Scotia, Prince Edward's Island, Vancouver's Island, Bahamas, Nassau, New Providence, . . . . . 8

Apollon, Bermuda, Bogota, Carthagena, Costa Rica, Cuba, Oregano, Fiji, Grenada, Jamaica, New Granada, Nicaragua, Panama, West Indies, . . . . . 8

Hawaii, Newfoundland, Guatemala, Mexico, Salvador, Venezuela, . . . . . 8

Beliza, Greytown, Guayaquil, Honduras, Martinique, San Pedro de Macoris, . . . . . 8

Brasil, Buenos Aires, Bahia, Bolivia, Ecuador, Chili, Peru, Argentine Confederation, Buenos Ayres, Paraguay, Uruguay, . . . . . 8

Newspapers (not over 4 oz) 2

Books, &c., per 4 oz. . . . . 10

It is announced in the *Gazette* of Saturday that the following gentlemen will constitute the Government Board of Examiners in the

Chinese language:—Frederick Stewart, Esq., Chairman; Rev. E. J. Bittel, Ph. D., Director of Chinese studies; James Russell, Esq.; Wang Shing, Esq.; Alfred Hester, Esq.; Secretary. All communications to the Board must be addressed to the Secretary, and, if proceeding from a person in the Government service, must pass through the Head of his Department.

## SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before His Lordship Chief Justice Sir JOHN SMITH.)

20th March, 1876.

LARGELY AND RECEIVING.

Regina v. Ho Afook and three others.

Ho Afook and Chan Aboeng, coolies, were indicted for stealing six bags of rice from the steamer *Penguin*, the property of Tsang Shun Yee, the master of the Yee Tak Hong, on the 9th March inst. Lam Afook and Ow Akam, shopmen, were indicted for receiving the said bags of rice, knowing the same to have been stolen.

The Attorney General, the Hon. Mr. J. Brampton, prosecuted.

Mr. Handley, instructed by Mr. Wotton, from the office of Mr. Brampton, appeared to defend the last two prisoners who were charged with receiving.

The following Jury was empanelled:—Messrs James Greig, M. E. Sanson, J. B. Smith, A. Moore, J. Grant, N. Munday, and J. S. Nazar.

The Attorney General, in opening the case for the prosecution, stated the same facts as were revealed when the case was before the Magistrate, and a narration of which has already appeared in our Police columns.

The owner of the rice was examined, and he stated in cross-examination that it was usual for the employer to give the coolies a few bags of rice at the end of their work by way of "amahaw."

When all witnesses were examined, Mr. Handley rose to address the Court on behalf of the 3rd and 4th prisoners. He urged that they did not know that the rice was stolen, laying stress on the fact that it was stolen for masters to give the coolies some of the rice. The case was then put to the jury, who returned a verdict of guilty against the 1st and 2nd prisoners and not guilty against the 3rd and 4th who were consequently discharged.

The 1st and 2nd were sent to two years' hard labour, and the 3rd and 4th were adjourned till to-morrow.

## IN BANKRUPTCY.

(Before Sir JOHN SMITH and Mr Justice SNOWDEN.)



assignees in Bankruptcy. These cases follow Lane v. Deighton, Ambler p. 408, and Taylor v. Plumer, Vol. 3. M. and Sel. p. 514, where Lord Ellenborough lays down in his usual clear and vigorous language the law on this subject.

He says: "The property of a principal entrusted by him to a factor for any special purpose, and which the property may have undergone in point of form as long as such property is capable of being identified and distinguished from all other property." He proceeds to say: "That if property in its original state—form—was covered with a trust in favour of the principal, no change of that state or form can divest it of such trust, or give the factor (or agent I presume) who represents him in right any other more valid claim in respect to it than they respectively had before such change." Applying this summary of the law to the present circumstances, we find that the balance of \$621 part of a mixed fund of trust and other monies, and so clothed itself with a trust character, forms the first item in the bank account to the credit of A. Heard & Co. for the month of 1875. That the second item, that is, money remitted to be invested in a particular way and on 9th is for \$5,000. Now the law of the appropriation of payments in a court is laid down in Clayton's case (Tudor's Leading Cases p. 1.) It decides that "presumably the first sum paid in is the first drawn out," i.e. in the absence of any arrangement to the contrary. Pennell v. Deffell, 23 L. J. Chan., 115, also decides that where trust monies have been paid into a bank to a trustee's own account, and cheques drawn in a general manner on the bank, the payments by the bank will be imputed to the earlier items. It is clear, then, that the \$5,000 were paid out of trust funds, as Mr. A. Heard has identified it with them. This sum, is, to use a well-known legal phrase, earmarked; it is traced to the joint rice speculation with the Keenam-hong, and from thence to the hands of the trustees. The rule for the appropriation of payments in a banker's account contained for by Mr. Kingsmill, apply to cases between the banker, his customer, or a *cestui que trust* of the customer, but do not apply to the circumstances of this case where the *cestui que trust* claims to follow his own money. I think the claimants have made out their right to take out of the hands of the trustees this sum of \$5,000. Mr. Kingsmill called the attention of the Court after judgment was delivered to an error in the statement that the second item in the year 1875 to the credit of A. Heard & Co. was \$48,362 70. This is an error. On referring to Mr. Arnold's evidence I see that after stating that sum, he says that half belonged to Bencke, Souhbay & Co. It does not, however, at all affect the principles on which the decision is founded, viz., that the account became a mixed account of trust and private monies, and that Mr. A. Heard had by his letter of February 6th connected the speculation in rice partly paid for by the cheque for \$5,000, with the trust monies, and that a *cestui que trust* may always follow his money. There is no room in this case for the presumption contained for by Mr. Kingsmill that the cheque was paid out of the money of A. Heard & Co. as it seems to me.

The Chief Justice then said as follows:—I entirely concur in the decision expressed which has been communicated to me by the learned Judge. It seems to me it is a very simple case indeed. Whether we are to consider the \$621, the balance of account on the 1st January, 1876, between A. Heard & Co., and their bankers as being the money of A. Heard & Co., or properly the proceeds of Bencke & Co.'s funds misapplied in other transactions, it is to my mind entirely immaterial, and that is on the principle laid down in *Pennell v. Deffell*, to which Lord Justice Knight Bruce alludes when he says if a man puts money into a box with a division, and puts his own money on one side, and trust money on the other, whatever he does with the money which is in the box, if there is any remaining, it belongs to the person against whom a breach of trust has been committed. Here we are both clearly of opinion that there has been a breach of trust, and therefore I say, whether the \$621 or any other part of the monies out of which the \$5,000 were paid, were Heard's money or not, the sums are not to be deducted out of the \$5,000 traced out of the proceeds of Bencke's misappropriated monies into the hands of the Chinaman and back into the hands of the Assignees. It is perfectly clear that as between A. Heard & Co. and the applicants on this motion—the \$621 and any other sum must be applied to make up the \$5,000. But *Pennell v. Deffell* goes further and says that as against everybody claiming not for value, the Assignee stands in no better position than the original person making a misappropriation. These three cases to my mind entirely overruling this case, whether the \$621 were Heard's, or they were to be considered as ear-marked and belonged to Messrs Bencke Souhbay & Co. That being so, I deduce from these three cases *Taylor v. Plumer*, *Pennell v. Deffell* and *Prith v. Cortland* the opinion I have just expressed. I can not help saying that the case of *Halford and Lloyd* goes still further, if I can trust to the marginal notes, as this case is not in the Colony. But in this case as in all others there are one or two books wanted that we have not in the library however important the discussions may be. It might have been that *Halford and Lloyd* would have entirely turned this question; but *Halford and Lloyd* is not in the Colony. The present case is covered entirely by what is said by such a man as Justice Story and by what is said by his learned editor Dr. Redfield, whose writings partake of his spirit. 1826 and 1831's entirely cover this case, and show in admirable words the decision to which we have come. Is the only decision we could have come to in the case now before us.

The Hon. the Attorney General, instructed by Messrs Sherr, Toller and Johnson, who appeared for Messrs Bencke, Souhbay & Co., raised the question of costs.

The Chief Justice pointed out that in the other case which lasted twelve days Mr. Hayllar, on behalf of the Trustees, did not then ask for costs. He thought it would be gracious and proper for the other side to forego the costs, since the decision was all the other way now. If the Attorney General would press the question, the Court would consider it.

The Attorney General urged that the other side had been made fully acquainted with the facts of the case, and yet they wanted to come into Court.

The Chief Justice observed that there was no petition, and asked in what way the facts were made known to the other side.

The Attorney General said it was by a long letter.

The Chief Justice remarked, then the Court should have been also made acquainted with the facts. This was irregular, and on this he would have something to say.

Mr. Kingsmill said the Trustees did not feel themselves justified in accepting the claim without a declaration of the Court.

The Chief Justice said he thought the plaintiffs should forego the costs, observing at the same time that if pressed, the question would be considered.

The Attorney General then said he would not press for costs.

Mr. Kingsmill, who (instructed by Mr. Brereton) appeared for the trustees, called the attention of the Court to a wrong statement of fact in Mr Justice Snowden's judgment. It was therein stated that the amount at the bank on the 6th January, of \$48,362.21, was all Bencke, Souhbay & Co.'s money, and that it was admitted and proved by Mr. Arnold that that sum \$24,402 was Aug. Heard & Co.'s own money.

The Chief Justice said, the Court could only deal with facts brought before them. They had not that point on record.

Mr. Kingsmill was very sorry for the omission as he rested his whole argument on that point. Mr. Kingsmill was then called on to point out from Mr. Arnold's evidence the portion that had reference to the question. He was reading from it at some length when the Chief Justice asked him whether he was going into the case *de novo*.

Mr. Justice Snowden said the point was immaterial to the decision, but if Mr. Kingsmill wished he might apply for a review of judgment.

Mr. Kingsmill said he was not asking for a review. He wished simply to call the attention of the Court to the wrong statement.

The Chief Justice then remarked that this was irregular and that great deal of irregularity had been going on in this Court. The Court was kept ignorant of the point raised in this case. These applications were very inconvenient, and in future he would lay down a rule that all applications must be by petition, or if by motion, it should be supported by affidavits so that the Court might have a *constat* on which to go.

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to-day, are reported snow-bound, near Pled. Station.

New York, February 11th.—A Havana letter of recent date says: "The Government has arrested some twenty persons in different classes of society in correspondence with Cuban refugees in New York. Among them is Don Quiluma de Sotolongo. Letters were seized by the police in the hands of the post office carriers, and the clerks at the post office have been examined. It is said important discoveries have been made, and that many persons hitherto supposed to be good Spaniards are implicated."

Brooklyn, February 11th.—Bowen's case will be submitted to Plymouth Church at a meeting to-night, and the Examining Committee will ask further instructions from the Church. It is more than likely that Bowen will be requested to disclose all the facts in his possession, and in the event of non-compliance, he will be disciplined; that is expelled. Mr. Beecher to-day, being asked if he had any statement to make in regard to Bowen's charges, replied: "I am silent as a flint, but I may make a pretty soon."

New York, February 13th.—News was received in this city last evening of the loss of the steamship *City of Boston*. She went ashore on the night of the 5th instant on Mayaguana Island, one of the Bahama group, and is reported a total wreck. She was commanded by Captain Evans, and had a cargo of produce and about forty passengers aboard. She was bound for this city from Cape Haytien and Hayti. She was built in Mystic, Connecticut, in 1870; was 1263 tons burthen. The loss of the ship and cargo will reach half a million. It is supposed the passengers all landed safely.

New York, February 13th.—One hundred and forty-one churches of the 172 advised by Plymouth Church to attend the Advisory Council have sent replies; 117 of this number have accepted. It is said a majority of the twenty Ministers without Churches, have accepted, and there will probably be seventy members of the Council all told. It is now thought the proceedings will be secret, especially if the scandalous promises to crop out. Doctor Edward Beecher, Rossett W. Raymond and Thomas G. Shearman, are to present the case of Plymouth Church. The Council will meet on Tuesday, the 5th instant.

New York, February 15th.—The steamer *Delta* sailed for Apia on Saturday last, having on board a party of the Directors and others interested in the new Steamship line about to be put on between this port and San Francisco, in opposition to the Pacific Mail Company. The steamers named in connection with the new line are the *Georgia*, *Columbus*, *Orestes* and *Ceylon*. As yet the date of departure of the first steamer is not decided upon, but it will be early in March.

New York, February 15th.—Samson Rosenthal, who is charged with robbing large lots of jewelry, and who was arrested in California and brought back to this city after a hard legal fight, was arraigned before Judge Barrett in the Court of Oyer and Terminer and pleaded not guilty. The notorious swindler was taken to the Tombs.

San Francisco Items.

The U. S. steamer *Saco*, of the Asiatic squadron, was expected in San Francisco about next May. The ship *Weymouth*, discharging, was bound for Liverpool.

The *Three Keweenaw* was discharged in the U. S. House of Representatives requiring every steamship, steamboat, and sailing vessel carrying passengers, in the navigable waters of the United States, to carry rubber or gutta percha life rafts, sufficient to sustain all persons on board. The rafts to be selected by the Steamboat Inspectors.

Touching the silver question the *Alta* gives the export of that metal since 1871, including the amount received from Mexico and sent abroad. These figures tally well with the production of the Comstock lode and all other silver producing mines. A comparison shows that the supposed surplus of silver does not really exist, but only in the imagination of those wishing to bear the silver market, or who may believe the Münchhausen stories of the Comstock yield for the next few years.

The Silver question is being agitated in Congress. What the result will be on this question in Congress is hard to determine, but if a bill is passed to reduce the fraction of silver in silver a strike will be made in restoring public confidence on an early day for specie resumption. Coin trade dollars only for export, and the balance of fine silver will find its way into the market the same as any other product.

The steamer *Belgia*, for China, will have a good Treasury list, the amounts already cleared being as follows:—Silver Bars \$8,500, Gold Coins \$4,823, Mexican Dollars \$33,770, Trade Dollars \$38,783. Total, \$135,881.

The Correspondent of the *Japan Gazette*, writing from San Francisco on Feb. 16, says:—

Everything runs along in the same old jog. Various are the complaints of hard times, and I am inclined to think that the thing is going to continue for some time to come. Our grain crop, on which we rely more than on anything else, has run short. It is estimated that there are not over twenty more cargoes in the San to carry us to the first of the new crop in June next; and, as a consequence, the best ships here are unable to procure a charter, the call, if any, being for small vessels. I am inclined to think that vessels arriving here in June or July will get good charter.

The opposition to the Pacific Mail has been inaugurated, and the line will most likely be in operation about the 15th of March. As I stated in a previous letter, my idea is that you will see an opposition line to your ports to co-operate with the Panama Railroad Co., when they get fairly running, as via Panama they can successfully compete with the Mail people as regards good time both to New York and Europe.

The little steamer *Siberia* arrived here lately from the Amoor River, with furs and skins. We are looking daily for one of the new steamers, the *City of New York*, direct from New York. The *City of Sydney* touched at Panama and should be here in a short time. It is the intention to send one of these two (I think the *City of New York*) to your ports on March 1st. The *City of San Francisco*, the first of the line, has just completed the quickest passage from here to Sydney ever recorded—only 28 days 16 hours from what to what, including stoppages at Honolulu and Auckland—while the actual running time was only 25 days, 19 hours. And this, with only half of

her boilers in use, may be set down as remarkable.

It seems we are to be stoked with a revival of the Beecher business again, this time by H. C. Bowen, who, after a dogged silence, denounces Beecher by the fond and endearing terms of "Adulterer," "Slanderer," etc., while Beecher not to be outdone says mildly that Bowen is a "Liar." This is what is known as "Christianity" in Brooklyn.

The *City of Tokyo* is now undergoing extensive repairs, and when she goes out again it will be as a first-class vessel. The repairs will not be quite as extensive as on the *Peking*.

There is not much thought of nowadays, but the Centennial Celebrations. Everybody is going to Philadelphia; and commodities and goods are arriving from all quarters. The Australian contributions arrived on the steamer *Mikado*, on Sunday last (18th), and are now on their way to the East. I should judge that the exhibition will be a grand success.

Bills have been introduced into the Legislature this present session, which, if they are passed, will virtually do away with our boasted "freedom of the press." Every article, according to the Bill, is to have the writer's name appended, thus making the writer, and not the paper, liable for damage. There is not much danger, however, of their being passed, as they are in direct conflict with the constitution of the United States.

The present winter has been the hardest we have ever known; and numerous have been the disasters in consequence. A postal treaty has been signed by the representatives of the United States and Japan, agreeing that the rate of letter postage shall be five cents between the two countries, and two cents upon newspapers not exceeding two ounces. The new arrangement will come into operation on the 1st April next.

There is a great agitation here on the silver question, and various are the propositions in regard to the matter. There is one thing evident, viz., that if the Nevada Mines continue in their present prosperous state, I expect to see our streets paved with silver bars ere long. Millions come out fresh from the earth every month. Trade is dull here.

HARBOUR MASTER'S REPORT.

HARBOUR DEPARTMENT.  
Hongkong, 15th February, 1876.  
SIR,—I have the honour to forward the Annual Returns of this Department connected with the Trade, &c., of the Colony for the year ending the 31st December, 1875.

I. Number, Tonnage and Crews of Vessels entered.  
II. Number, Tonnage and Crews of Vessels cleared.  
III. Number, Tonnage and Crews of Vessels of each Nation entered.

IV. Number, Tonnage and Crews of Vessels of each Nation cleared.  
V. Total Number, Tonnage and Crews of Vessels entered at each Port.  
VI. Total Number, Tonnage and Crews of Vessels cleared at each Port.

VII. Return of Junks entered from Macao.  
VIII. Return of Junks cleared from Macao.  
IX. Return of Junks entered at each Port from China and Formosa.

X. Return of Junks cleared at each Port from China and Formosa.  
XI. Gross Total Number of Junks entered at each Port.  
XII. Gross Total Number of Junks cleared at each Port.

XIII. Return of Junks (Local Trade) entered.  
XIV. Return of Junks (Local Trade) cleared.  
XV. Summary of Arrivals and Departures of all Vessels, and of all Chinese Passenger Vessels.

XVI. Return of Vessels registered.  
XVII. Return of Vessels struck off the Register.  
XVIII. Amount of Fees received under Ordinances No. 10 of 1860 (Imperial Registry).

XIX. Return of Chinese Passenger Ships cleared by the Emigration Office.  
XX. Return of Vessels bringing Chinese Passengers to Hongkong from Places out of China.

XXI. Return of Marine Cases tried.  
XXII. Diagram showing the monthly Increase or Decrease of the Junk Trade.

SHIPPING.  
1. The grand total of all vessels, foreign and Chinese, arriving in Hongkong during the year under review has been 878 vessels and 412,672 registered tons in excess of the arrivals in 1874. This is a more satisfactory condition of things than I was able to give in my last Annual Report, which showed a large falling off of tonnage as compared with the year 1873. This increase of vessels includes the Junk Trade, but as that trade will be dealt with under its proper heading, the remarks under the head shipping will refer only to cargoes carried in European and American built vessels, including the trade in such vessels as are owned by the Chinese Merchants' Company.

3. Of the arrivals at this Port in European and American built ships, steam as well as sailing, there is a total increase of 618 vessels and 412,607 tons. Of this increase, 68.65 per cent of vessels and 76.6 per cent of tonnage is due to vessels under the British flag; 11 per cent of vessels and 8 per cent of tonnage to vessels under the French flag; 1.18 per cent of vessels and 5.83 per cent of tonnage to vessels under the Chinese flag; 1.6 per cent of vessels and 4 per cent of tonnage to vessels under the German flag; the remaining increase is distributed in small proportions over the vessels of other nations.

4. Although the numbers of vessels have largely increased, the grand total of increase in tonnage is but slightly more than the total increase of tonnage in foreign bottoms only. This is caused by the reduced sizes of the Junks which now frequent the Colony.

5. The tonnage in vessels under the United States flag, although showing a decrease on what it was in 1874, is not really so in fact. Before light dues were collected, the gross tonnage of the Pacific Mail Company's ships were included in the returns; but since April last these ships have the measurements of Engine room spaces, &c., deducted, bringing them on the same footing as vessels of other nations with regard to their light dues, and this reduction of tonnage is inserted in the present returns.

6. The only sensible decrease is in vessels under the Peruvian and Siam flags, there having been 15 fewer vessels in the former instance, and 19 fewer vessels in the latter instance arrived in 1875 than entered the Colony in 1874.

7. Of the Countries whence the vessels

Included in this return have arrived, there have been entered 26 vessels having a tonnage of 19,394 tons more than in 1874. The trade between this and the Coast of China and Formosa has largely increased, 188,874 tons having been entered in 1875 more than was the case in the previous year; and, it may reasonably be expected that the intended opening of the Port of Hoi How in Hainan will lead to a still further increase. The trade with Coochin China has improved to the extent of 93,063 tons. With the Continent of Europe trade has slightly improved, while that with Great Britain shows an increase of 55,891 tons. The trade with Siam has increased by 50 vessels and 33,034 tons, the increase being conveyed in vessels other than Siamese. With regard to the trade between this and India, there is a decrease of 13,474 tons.

8. The trade with the Australasian Colonies has much improved since the steamers of the Eastern and Australian Mail Steamship Company have regularly established their line, and these have been largely supplemented by occasional vessels leaving this for Cooktown in the Northern extreme of Queensland. This trade, hitherto conducted by sailing vessels, will soon be wholly in the hands of steamship owners, the navigation of the passages to and from Australia not offering many impediments to their safety.

9. Of the 3,562,774 tons of shipping entered in the books of this Office during the year, 45.2 per cent arrived in Junks, 48.7 per cent in Steamers and 11.1 per cent in European and American built Sailing vessels.

10. Excluding the Junk-trade it will be found that 1,951,855 tons of registered shipping arrived in vessels other than Chinese built, 79.84 per cent of which was brought by Steam vessels and the remaining 20.16 per cent by Sailing vessels of all nations. Of this large percentage of Steam over Sailing ships, 77.77 per cent is due to British Shipping, 6.60 per cent to French, 3.81 per cent to German, and the remainder to vessels under other flags.

11. Large as the proportion of Steam shipping is over Sailing shipping, it is much greater in fact, as the Steamships of the present day carry so much more weight than their registered tonnage gives them credit for; while Sailing vessels do not carry much cargo over and above their registered tonnage.

12. On the 16th April, 1875, the light on Cape d'Agulhas was first lit; it is a first order light and was seen from the deck of E. M. S. Zornes at a distance of twenty-three miles. Through the kindness of Commodore Parth, R.N., the Surveyor General and the Officers of this Department were enabled to verify the distance at which Cape d'Agulhas and also Green Island lights could be seen; the latter is a fourth order light and was distinctly seen at a distance of eleven miles. Many Captains have testified to the value of the two lights, and when Cape Collinson light is exhibited, which it will be shortly, the approaches to Hongkong will be distinguishable at all hours and in all weather. Cape Collinson would have been lit long since, but that through some mismanagement a part of the apparatus was sent to the Cape of Good Hope.

13. It is satisfactory to report that, but one typhoon (south-eastern edge) passed near the Colony in 1875. This was on the 31st May last, and from the sheltered position of the Harbour very little damage was done afloat. Macao and the Canton river left the full force of the storm, and there is one sad shipwreck, that of the *Poyang*, to record with the loss of many lives near Macao.

JUNK TRADE.  
14. There is an increase in the numbers of Junks frequenting the Port from places on the Coast, but there is a decrease on the tonnage showing that a smaller kind of craft is being used. The Junk-trade of Macao has decreased by 22,888 tons and 103 vessels. Probably a goodly proportion of the cargoes that would otherwise have been conveyed in native vessels has found its way here in the daily steamers. Macao suffered from two typhoons in two successive years losing a large number of Junks which have not been and probably never will be replaced.

15. Applications have been made to run Steam-junkies between this place and Nantao, a City on the left or East bank of the Canton river about twenty-seven miles from Hong Kong. Although the proposal has been prominently brought to the notice of the Chinese Authorities, as yet permission to run a foreign built boat into a non-consular Port has not been granted.

EMIGRATION.  
16. There has been an increase of 51 per cent in the emigration of Chinese from Hong Kong in 1875 over 1874. The discovery of gold in the North of Queensland has led to a large emigration of Chinese to Cooktown, 8,225 persons having gone to that newly established Port.

17. There has also been an increase during the year of 5,535 Chinese to the Straits Settlements and of 8,130 Chinese to California.

18. Many of the Chinese, who left for Cooktown have returned, some of them discontented with the hardships which usually accompany the gold digger; while others have come back having been successful, and, as the voyage is an easy and a quick one, they have come to spend their new year holiday in their native country.

19. It is impossible to say how much gold has been brought from Cooktown, as the Chinese keep the gold in their own possession, rather than place it in the hands of the Captain and pay a small freight for its security.

20. During a short visit that I paid to Victoria, New South Wales, and Queensland, during the last summer, I was greatly interested in ascertaining how much or how little Chinese had gained by emigrating. In Melbourne and Sydney, every one admitted the persevering industry and sobriety of the Chinese, and the general cry was for Chinese labour, but no one seemed disposed to import it. Trades unionism amongst the European Artisans and Servants tends in a great measure to keep Chinese labour out of the field.

21. I observed but few Chinese employed in conjunction with Europeans. Chinese were chiefly working on their own account, keeping shops, cultivating and selling vegetables, and in the towns they appeared as thrifty and shrewd.

22. A visit to Ballarat, Oreswick, Clunes and their neighbouring gold fields, enabled me to see the patience of the Chinese to its fullest extent. I found these people working in gangs of four or five, digging, washing, all at hard solid labour, working while it was daylight and having nothing but the most miserable but, neither wind nor water.

23. In newly discovered gold fields, a greater amount of success attends the digger's labour, but even there the Chinaman is not allowed to come near when the European thinks he will get gold. The Chinaman's secret of success is patience and perseverance combined with the strictest sobriety. Cooktown, which has sprung into existence since the discovery of gold in its neighbourhood, is still a town of wood and canvas. Here the Chinaman is seen to great perfection. He owns some of the principal shops in the place and by his attention to business, and care of his money when he has made it, he is amongst the most wealthy in the place. Chinese in North Queensland have many greater advantages than Europeans. The climate is better adapted to the former than to the latter, and they can work throughout the year, while Europeans are unable to do so.

24. Female emigration to Panama and Singapore has increased by 110.69 per cent, and out of 15,158 Chinese despatched hence to the Straits Settlements nearly 14 per cent were females.

25. Out of 19,168 emigrants to California, scarcely 2 per cent are females. There are varied opinions as to whether the partial prohibition placed on the importation of Chinese females into the United States is a public one. Doubtless the influx of a large number of unmarried women into a country is likely to be attended by highly immoral results, but with people having an intimate knowledge of the Chinese character, it is a question whether it is not better not to disturb female emigration than to prohibit it, the result of the latter being much more horrible and disgusting than one like to dwell on.

REGISTRY OF SHIPPING.  
26. The usual average work has been done in this branch of the Department. The British Registry of Shipping at Shanghai has not been sufficiently long established to affect the registry of ships here.

MAINE MAGISTRATE'S COURT.  
27. There is an increase on the cases tried in this Court in 1875 over 1874. None of the cases were of a serious nature.

EXAMINATION FOR THE POSTS OF MASTER AND MATE, UNDER ORDINANCES No. 17 of 1860



## Mails.



STEAM FOR

Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton and London;

Also;

Bombay, Madras and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship **TEHRAN**, Captain A. H. JOHNSON, with *Her Majesty's Mail, Passengers, Specie, and Cargo*, will leave this for the above places, on **THURSDAY**, the 30th instant, at Noon.

CARGO will be received on board until Noon; **SPECIE** and **PARCELS** at the Office until 2 p.m. on the 29th inst.

For particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong.

CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A written declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents with the Bills of Lading, or with Parcels; and the Company do not hold themselves responsible for any detention or prejudice which may happen from inaccuracy on such declaration.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

THE P. & O. S. N. Co. reserve the option of forwarding all Goods shipped by their Steamers for Europe through Egypt, either by Rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

A. MOIVER, Superintendent,  
P. & O. S. N. Co.'s Office,  
Hongkong, March 18, 1876. m30

## Occidental &amp; Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL

and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "BELGIC" will be despatched for San Francisco, via Yokohama, on **SATURDAY**, the 1st April, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of 31st instant. Parcel Packages will be received at the Office until 5 p.m. same day. All Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, Praya West.

G. B. EMORY, Acting Agent,  
Hongkong, March 1, 1876. ap1

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE Next U. S. Mail Steamer will be despatched for San Francisco, via Yokohama, on **SATURDAY**, the 15th April, 1876, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama, and other Japan Ports to San Francisco; to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m. 14th Proximo. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B. EMORY, Acting Agent,  
Hongkong, March 18, 1876. ap16

## ON SALE.

THE CHINESE READER'S MANUAL.

A HANDBOOK of Biographical, Historical, Mythological and General Literary References.

BY WILLIAM FREDERICK MATTHEWS.  
Price: 4s.

Shanghai,.....Kail & Co.  
Hongkong,....."CHINA MAIL" OFFICE.

## Insurances.

## QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

EDWARD NORTON & Co.,  
Agents.  
Hongkong, January 1, 1874.

## YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS, 800,000 TAELS.

POLICIES granted on Marine Risks to all parts of the world at current rates. This Association will, until further notice, provide out of the earnings, first for an Interest Dividend of 15% to Shareholders on Capital, and thereafter distributed among Policy holders, annually, in cash. ALL the Profits of the Underwriting Business pro rata to amount of premium contributed.

RUSSELL & Co.,  
Agents.  
Hongkong, July 9, 1872.

## LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL.—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Vessels in Matched, on Goods on board Vessels, and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD KARBURG & Co.  
Agents Hongkong & Canton.  
Hongkong, January 4, 1867.

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEE.

JAS. B. COUGHTRIE,  
Secretary.  
Hongkong, November 1, 1871.

## MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.  
Hongkong, October 14, 1866.

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

His Majesty King George The First,  
A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 on reasonable terms.

HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1872.

## CHINESE INSURANCE COMPANY. (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,  
General Agents.  
Hongkong, April 17, 1873.

## YANGTZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

AFTER this date, the above Association will allow a Brokerage of Thirty-three and One Third per cent. (33 1/3%) on Local Risks only.

RUSSELL & Co.,  
Agents.  
Hongkong, June 3, 1874.

## MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of Instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £25,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.  
Hongkong, January 9, 1875.

## Insurances.

## THE SOUTH AUSTRALIAN INSURANCE COMPANY, ADELAIDE.

CAPITAL,.....£500,000.

THE Undersigned having been appointed Agents for the above Company in Hongkong, China and Japan, are prepared to issue Policies of Marine Insurance, payable in Australia, London, Calcutta, Bombay, Madras, China and Japan at current rates.

ADAMSON, BELL & Co.  
Hongkong, September 6, 1875.

## VICTORIA FIRE INSURANCE COMPANY OF HONGKONG LIMITED, IN LIQUIDATION.

NOTICE.

ALL Persons holding Warrants against undivided Dividends, Interest, or Bonus, are requested to present same for payment at the Hongkong and Shanghai Bank before the 1st April, 1876, otherwise their claims will not be recognised.

ADOLF ANDRE,  
F. D. SASSOON,  
Liquidators.  
Hongkong, December 20, 1875. ap1

## THE SCOTCH IMPERIAL INSURANCE CO.

THE Undersigned having been appointed Agent in Hongkong, for the above-named Company, is prepared to grant Policies against Fire, on Buildings and on Goods to the extent of £10,000, at the usual rates, subject to an immediate discount of 20%.

Attention is invited to a considerable reduction in Premium for Life Insurance in China.

Life Policies effected during the year 1875, share in the Bonus to be declared on 31st December for the quinquennial period then ending.

A. MACG. HEATON.  
Hongkong, September 27, 1875.

## NORTH BRITISH &amp; MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,  
Agents.  
Hongkong, July 6, 1875.

## ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances at current rates.

MELOCHERS & Co.,  
Agents, Royal Insurance Company.  
Hongkong, October 27, 1874.

## Intimations.

## NOW READY.

PENG-SHUI; or, THE RUDIMENTS OF NATURAL SCIENCE IN CHINA. By Dr. E. J. ERTEL. One Volume. 8vo. Price, \$1.50.

BUDDHISM, ITS HISTORY, THEORY AND POPULAR RELIGION, in three Lectures. By Dr. E. J. ERTEL. Second Edition. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane, Crawford & Co.  
Hongkong, July 31, 1875.

## PILOTAGE.

VESSELS inward-bound can secure Pilots from Reef Island, from this date. Outward bound Vessels can secure FIRST CLASS PILOTS by applying to the Undersigned at Praya Central, No. 29. The Pilot-boat's Flag is No. 5 at the main-mast.

H. F. STUART,  
Hongkong, April 8, 1875. ap5

## NOTICE.

## THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of TWICE a week as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the China Mail. The unusual success which has attended the Chinese Mail makes it an admirable medium for advertisers.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address

Mr CHUN AYIN,  
Manager.  
China Mail Office,  
17th February, 1874.

## Intimations.

IN CONSEQUENCE OF THE REDUCTION OF THE PRICE OF THE "SHANGHAI COURIER AND CHINA GAZETTE,"

IT WILL BE THE CHEAPEST DAILY PAPER IN CHINA and as a large

INCREASE OF CIRCULATION MAY BE CONFIDENTLY ANTICIPATED, THE ADVANTAGE TO

ADVERTISERS IS OBVIOUS.

## THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE Chinese Mail.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 25 per cent on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the Chinese Mail in all the ports at 1 in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agencies is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

CHUN AYIN,  
Manager.  
Hongkong, February 23, 1874.

## Now Ready.

THE CHINA REVIEW,  
Vol. IV, No. 4.

Annual Subscription, postage included, \$5.50.

CONTENTS.

Essays on the Chinese Language. The Folklore of China. Pao-see! The Cleopatra of China. An Introduction to a Retrospect of Forty Years of Foreign Intercourse with China.

One Page from Cheo Foo-tse. The Expedition of the Mongols Against Java in 1293, A.D. The Wry-Necked Tree. Fables Worthwhile.

Short Notices of New Books and Literary Intelligence. Notes and Queries on Eastern Matters:—Chinese Anti-Opium Associations. Publications of the Hongkong Corresponding Committee of the Relief Tract Soc.

Hongkong School-book Committees. Chinese Wills. Chinese Breach-Loading Guns. History of the Maritime Provinces. Books Wanted, Exchanges, &c.

China Mail Office,  
Hongkong, March 11, 1876.

In the Goods of CAPTAIN LAWRENCE YOUNG, Deceased.

ALL Persons having any CLAIMS against the above Estate are requested to send in Particulars of the same to the Undersigned on or before the 22nd day of April, 1876.

And all Persons being indebted to the said Estate are requested to Pay to the Undersigned their several Debts without delay.

STEPHENS & HOLMES,  
Solicitors for the Executors.  
2, Club Chambers,  
Hongkong, February 22, 1876. ap22

## HONG LISTS.

THE AMENDED HONG LIST in English and Chinese, containing the Names of all the most important Companies, Institutions and Mercantile Houses in the Colony.

Price, 25 cents each; or \$2.50 per dozen.

At the "China Mail" Office.

## To Let.

TO LET.

With Possession on the 1st April. THE Premises in Queen's Road Central, known as the "London Inn."

Apply to

LANE, CRAWFORD & Co.  
Hongkong, March 8, 1876.

TO LET.—In Albany Road.

A GOOD TWO-STALLED STABLE, with Coach-house annexed, with immediate possession.

Rent \$8 per month. Apply at the China Mail Office.

Hongkong, March 14, 1876. m31

TO LET on the Praya.

FIRST CLASS STORAGE, GODOWNS, Apply to

TAYLOR & THOMPSON.  
Hongkong, November 20, 1875.

TO LET.

HOUSE No. 5, Zealand Street. House No. 2, Seymour Terrace. House No. 3, Peddar's Hill.

DAVID SASSOON, SONS & Co.  
Hongkong, March 4, 1876.

## HONGKONG MARKET PRICES.

Corrected to Saturday, Mar. 18, 1876.

At 1080 Cash per Dollar Mexican.

High, Low, Cash.

## Butcher Meat.

Bacon, English, lb. 400 300

" Eochow, 160 150

Beef, sirloin and prime cut, cy. 180 120

Beef Corned, 120 100

" Roast, 140 120

" Soup, 80 70

" Steak, 140 120

Bullocks' Brains, per set 50 40

" Tongue, fresh, each 250 200

" " corned, 400 350

" Head, 1000 700

" Heart, 150 110

" Feet, 60 50

" Kidneys, 60 50

" Tail, 120 110

" Liver, 90 70

" Tripe (undressed), catty 40 30

Calves' Head and Feet, set 500 450

Hams, American, lb. 350 —

" Chinese, 200 160

" English, 400 350

Mutton Chop, 200 180

" Leg, 200 180

" Shoulder, 180 140

" Liver, 120 110

Eggs' Chittlings, catty 60 50

" Feet, 120 110

" Fry, 110 100

" Head, 110 100

" Heart, 70 50

" Kidneys, 70 50

" Liver, 120 110

Port, Chop, 140 120

" Corned, 180 120

" Leg, 140 180

" Fat or Lard, 120 110

Sheep's Head and Feet, set 350 320

" Heart, 80 50

" Kidneys, 70 50

Sucking Pig, 1400 1200

Veal, 180 120

Venson, 700 670

## Poultry.

Capons, catty 200 180

Deer, small, each \$3.00 —

Ducks, catty 180 150

" Dried, 280 200

Eggs, Hen, do. 100 —

" Duck, 100 —

" Salt, 100 —

Fowls, catty 180 170

Geese, 120 110

Partridges, 300 280

Pheasants, Canton, live pair 1500 —